

FOR EUROPE & AMERICA  
INDIA, AUSTRALIA, &c. and for  
PRIVATE RESIDENTS AT THE  
GUTHRIE  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
with which is incorporated the  
CHINA OVERLAND TRADE REPORT.  
Subscription, paid in advance, \$12  
per annum. Postage to any part of  
the World \$2.

# Hongkong Daily Press.

ESTABLISHED 1857

THE  
DIRECTORY & CHRONICLE  
FOR 1906.  
Complete Edition . . . \$10.00  
Small . . . . . 6.00  
Orders may be sent to the  
Hongkong Daily Press Office and  
to the Local Booksellers

No. 15,121. 號一十二百一千五萬一第 日一十月八年二十三緒光 HONGKONG, FRIDAY, SEPTEMBER 28TH, 1906. 五拜禮 號八十二月九年六零百九千一英港香 PRICE, \$3 PER MONTH.

**JOHN COTTON'S**  
**FINEST SMOKING**  
**MIXTURE**  
Nos. 1 & 2.  
(MEDIUM).  
MAKES A DELIGHTFULLY COOL  
SMOKE.

SOLE IMPORTERS—  
**A. S. WATSON & CO., LTD.**  
CIGAR DEALERS & TOBACCONISTS.  
ESTABLISHED A.D. 1841. [a1180]  
**GREEN ISLAND CEMENT COMPANY**

**PORTLAND CEMENT.**  
In Casks 375 lbs. net \$4.75 per cask ex Factory.  
In Bags 250 lbs. net \$2.80 per bag ex Factory.  
**SHEWAN TOMES & CO.,**  
General Managers.  
Hongkong, 1st October, 1905. [a1223]

**CHEAP CLEARANCE SALE**  
**OF DRAPERY, &c.**  
**DART LOONG'S**  
51 and 53, WELLINGTON ST.  
**FOR ONE MONTH ONLY.**  
FROM 15TH SEPTEMBER.  
TO MAKE ROOM FOR NEW GOODS.  
Hongkong, 17th September, 1906. [1734]

**A. TACK & CO.,**  
26, DES VUEX ROAD CENTRAL.

**HAVE** Just Unpacked a large Assortment  
of Ladies' and Gents'—  
**BOOTS and SHOES.**  
ALSO  
**SHIRTINGS, FLANNELS and SUITINGS**  
OF THE LATEST DESIGN.

PRICES VERY MODERATE.  
Inspection of our New Stock of Goods is  
respectfully Solicited.  
Hongkong, 28th September, 1906. [39]

**STORAGE.**  
FOR COAL, TIMBER, &c.  
**TO BE LET.** A Portion of MARINE LOT  
No. 285 at NORTH POINT, Suitable  
for above Purpose. EXTENSIVE WATER  
FRONT. DEEP WATER. Also FOR SALE.  
Partitions of MARINE LOTS Nos. 31 & 32  
on PRAYA EAST. Approximate AREA  
43,000 SQUARE FT. 999 YEARS LEASE.  
For Particulars, apply—  
**GEO. FENWICK & CO., LTD.**  
Hongkong, 8th June, 1906. [1153]

**COLD STORAGE.**  
**THE HONGKONG ICE COMPANY, LTD.**  
have now 40,000 Cables Feet of Cold  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily. Sunday  
excepted to receive and deliver perishable goods.  
Wm. FARLANE, Manager.  
Hongkong, 18th November, 1905. [47]

**MITSU BISHI GOSHI-KWAISHA**  
(MITSU BISHI CO.)  
**COAL DEPARTMENT**  
MARUNO-UCHI, TOKYO.

Cable Address: "IWASAKI,"  
which applies to all Branch Offices.  
At ABC 5th St., Western Union Codes used.  
All Letters Addressed:  
**MANAGER, MITSU BISHI CO.,**  
with name of place under  
BRANCH OFFICES:—  
**NAGASAKI, MOJI, KOBE, KAIATSU,**  
**SHANGHAI, HONGKONG, HANKOW,**  
**AGENCIES:—**  
**YOKOHAMA: M. ASADA, Esq.**  
**CHINKIANG: Messrs. GRANTING & Co.**  
**MANILA: Messrs. MACDONALD & Co.**  
**SOLE PROPRIETORS of Takashima,**  
**Osaka, Shimonoseki, and Kani-Yamada**  
**Collieries, and also Hio Colliery, which will**  
**shortly be ready to produce on a large scale the**  
**best Buzen Coal.**  
The Head and branch Offices and the  
Agencies of the Company will receive any order  
for Coals produced from the above Collieries.  
**T. MATSUKI, Manager, Hongkong,**  
**63, No. 2, Pedder Street.**

**DENTAL SURGEON,**  
**G. DE PERINDORGE.**  
DIPLOMA: PARIS.  
LATEST IMPROVEMENTS, INCLUDING  
**PORCELAIN FILLINGS.**  
**HOTEL MANSIONS,**  
**PEDDER STREET**  
[a158]

**HIRANO.**  
THE LEADING MINERAL WATER OF THE EAST.  
THE HIRANO MINERAL WATER CO., LD. KORE.  
AGENTS: F. BLACKHEAD & CO. [1688]  
Hongkong, 16th August, 1905.

**AQUARIUS CO.'S AERATED**  
**WATERS.**  
ARE THE BEST OBTAINABLE ON THIS MARKET.  
TRY—  
**AQUARIUS WATER IN QTS. PTS. & SPLITS.**  
SILENT WATER.  
TONIC WATER.  
BELFAST GINGER ALE.  
LEMONADE.  
STONE GINGER BEER.

**CALDBECK, MACGREGOR & CO.,**  
15, QUEEN'S ROAD CENTRAL. [a24]  
Hongkong, 30th September, 1904.

**THE LAHMEYER ELECTRICAL CO., LD.**  
LONDON.  
**THE FELTEN & GUILLAUME-LAHMEYER WERKE**  
FRANKFURT A/M.  
FOR ESTIMATES OF ELECTRICAL INSTALLATIONS OF ANY DESCRIPTION  
Apply to **SIEMSEN & CO., SOLE AGENTS FOR CHINA.** [a4a]

CUTLER, PALMER & CO..			
WINE & SPIRIT MERCHANTS,			
LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.			
ESTABLISHED 1815.			
			Per Case.
BRANDY	****	-	\$22.50
"	***	-	20.00
"	**	-	16.75
WHISKY, PALL MALL	-	-	20.00
"	JOHN WALKER & SONS'	-	
"	OLD HIGHLAND	-	12.50
"	C. P. & CO.'S SPECIAL	-	
"	BLEND	-	10.50
PORT WINE, INVALIDS	-	-	20.00
"	DOURO	-	13.75
SHERRY, AMOROSO	-	-	20.00
"	LA TORRE	-	16.00
BENEDICTINE, D.O.M.	-	-	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO  
**SIEMSEN & CO..**  
HONGKONG AGENTS. [a1a]

**PEERLESS SCOTS WHISKIES**  
OF  
**HAIG & HAIG, LD., DISTILLERS SINCE 1879.**  
3 Star, SPECIAL—The finest of all "Peg" WHISKIES at . . . \$13.00  
3 Star, LIQUEUR—Exquisite, best in the World for Club or Private use at . . . \$22.00  
Stop drinking rank, Smoky Stuff, because "it comes through the SOLE."  
Try HAIG & HAIG'S WHISKIES: pure, mellow matured, non-smoky, delicate flavor.  
Once tried, preferred to all others. Sole Agents for Hongkong:  
1137  
**F. BLACKHEAD & CO.**

**LANE, CRAWFORD & CO.**  
**TAILORING DEPARTMENT.**  
WE ARE NOW SHOWING  
**SPECIAL LINES OF**  
**THIN TWEEDS & FLANNELS**  
**FOR EARLY AUTUMN WEAR**  
**PRICE \$35 THE SUIT.**

**LANE, CRAWFORD & CO.**  
Hongkong, 1st August, 1906. [a33]

THE FIRST EDITION  
OF THE  
**TYPHOON PAMPHLETS**  
CONTAINING THE  
FULL REPORTS OF THE DISASTER FROM THE "HONGKONG DAILY PRESS"  
HAVING BEEN EXHAUSTED,  
**A SECOND EDITION**  
HAS BEEN PRINTED AND IS  
**NOW ON SALE.**  
32 PAGES. PRICE 20 CENTS CASH.  
An Illustration appears on the Title Page of this Edition.  
May be obtained at the "HONGKONG DAILY PRESS" Office or from Local Booksellers.  
Hongkong, 26th September, 1906.

**MACKIE'S**  
**WHITE HORSE CELLAR**  
THE UNRIVALLED SCOTCH WHISKY  
**\$14.00 PER DOZEN.**  
**LANE, CRAWFORD & CO.**  
SOLE AGENTS.

**JAPAN COALS.**  
**mitsui BUSSAN KAISHA**  
(MITSUI & CO.)  
HEAD OFFICE:—1, SURUGA-CHO, TOKYO.  
LONDON BRANCH:—34, LIND STREET, E.C.  
HONGKONG BRANCH:—PRINCE'S BUILDINGS, 105 HOBSON STREET  
OTHER BRANCHES  
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai,  
Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka,  
Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki,  
Kuchino, Sasebo, Maiduru Miike, Hakodate, Taipeh, &c.  
Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes)  
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State  
Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail  
and Freight Steamers.  
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamato and Ida Coal Mines; and  
SOLE AGENTS for Hokoku, Iwato, Kanab, Fujisawa, Mameda, Mannen, Onoura Otani,  
Sambara Teabokuro, Yoshinokuni, Yoshio, Yanokibaru, and other Coals.  
112  
**S. MINAMI, Manager, Hongkong**

**W. BREWER & CO.**  
23 & 25, QUEEN'S ROAD.

**NEW BOOKS AND NEW EDITIONS.**  
Social Shanghai, Aug. and September . . . \$ 0.50  
Jane's Fighting Ships, 1906-07 . . . 14.95  
Brassie's Naval Annual, 1906 . . . 11.00  
Clow's Naval Pocket Book . . . 5.00  
Reinforced Concrete, by E. D. Warren 7.00  
The Doré Gallery—Very Fine Engrav-  
ings . . . 13.50  
Sights and Scenes in Scotland; 225  
Illustrations . . . 15.00  
Don Quixote; Illustrated by Doré . . . 7.50  
British Battles, by Sea and Land; 3 Vols. 12.00  
Old and New London; 2 Vols. . . 8.00  
Her Dead Hand, by Wells . . . 40 cents each  
The Condemned Door, by Boisgobey . . .  
Court Zarka, by Maugny . . .  
Pillars of Light, by Tracy . . .  
Crimes of the Cacklet, by Bullen . . .  
Foliam, by Merriman . . .  
The Landseer Gallery, 45 Full Size. Steel  
Engravings; Published at \$40.00;  
now Offered at QUOTE NEW . . . \$20.10

**HONGKONG BUSINESS DIRECTORY.**  
BOOKBINDING.  
"DAILY PRESS" OFFICE.  
The only office in China having European  
taught workmen Equal to Home  
work.  
**IRON MERCHANTS.**  
**SINGON & CO.,**  
Iron, Steel, Metal and Hardwar-  
Merchants. Wholesale and Retail.  
Ironmongers. 149 Iron and Foundry.  
Coke Importers. General Store-  
keepers and Commission Agents.  
35 & 37, JING LEONG STREET  
(1st Street West of Central  
Market.) Telephone No. 515.

**PHOTOGRAPHER**  
**M. MUMEYA, JAPANESE ARTIST.**  
Bromide and Grayton Engravings and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs; No. 84, Queen  
Road Central.  
**PRINTING.**  
"DAILY PRESS" OFFICE.  
Proofs read by Englishmen.

**DR. M. H. CHAUN.**  
**THE latest Method of the AMERICAN**  
**SYSTEM OF DENTISTRY.**  
37, DES VUEX ROAD CENTRAL.  
From the University of Pennsylvania, U.S.A.  
Hongkong, 4th September, 1905. [1674]  
**CHILDREN OF FAR CATHAY.**  
A SOCIAL AND POLITICAL NOVEL OF  
ASIAHING INTEREST.  
By CHAS. J. HALCOMBE  
(Formerly of the Imperial Chinese Customs-  
Service, Author of "The Mystic  
Flower Land," etc.)  
THE VOLUME which consists of 461  
Pages, and includes a Sketch Plan of  
historical interest, showing the disposition of  
the Forces at the battle of Kowloon, is dedicated  
to Sir ROBERT HART, G.C.M.G., and Dr. A.  
REMARK.  
Its description of Chinese Social Customs  
and Superstitions, combined with the insight it  
gives into political conditions in China makes  
"CHILDREN OF FAR CATHAY" an excellent  
volume for presentation to friends at Home.  
Well bound in Yellow Cloth with Chinese  
Emblem in Gold.  
PRICE . . . . . \$3.50.  
To be obtained from Messrs. KELLY & WALES  
LTD., Messrs. W. BREWER & Co., or from the  
Printers and Publishers, the "HONGKONG  
DAILY PRESS" Office.  
Hongkong, 23rd April, 1906.

**HOTELS**  
**HONGKONG HOTEL**  
FIRST-CLASS AND UP-TO-DATE.  
Dining accommodation for 300 Persons  
163 Bedrooms  
Elegantly Furnished Reception Rooms  
Private Bar and Billiard Rooms for Hotel  
Residents  
Hydraulic Lifts to each Floor  
Electric Lighting and Fans  
Every Comfort  
Ladies' Afternoon Tea Rooms  
Ladies' Cloak Rooms  
Matron in attendance  
CHAMBERS MODERATE, and NO EXTRA  
\$40 H. HAYNES, Manager.

**KING EDWARD HOTEL.**  
A HIGH CLASS PRIVATE HOTEL  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
required).  
Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
For Terms, &c., apply to the  
MANAGER  
Hongkong, 24th July, 1905. [a1459]

**VICTORIA HOTEL.**  
SHAMKUN—CANTON.  
On the British Concession.

**MACAO HOTEL.**  
MACAO, CHINA.  
In the Centre of the Praya Grande.  
Both Hotels under experienced European  
Management.  
Every Comfort and Convenience for Resident  
and Tourists.  
a1662  
WM. FARMER  
Proprietor

**"BOA VISTA"**  
(HOTEL-SANITARIUM OF SOUTH  
CHINA).  
MACAO,  
HAS been re-opened under European  
management and most strict supervision  
as to food, cleanliness, and hygiene of the place.  
All comforts of a home.  
A most pleasant retreat for those desiring of  
a few days' rest and quiet.  
Comfortable accommodation for travellers  
paying a visit to the historical and picturesque  
colony of Macao.  
Macao is 40 miles south-west of Hongkong.  
One steamer (ex. Hongkong) daily to and  
from Hongkong, and two steamers to and from  
Canton, give easy communication with both  
these centres.  
An Orchestra plays during Dinner on  
Saturdays.  
Cable Address: "BOA VISTA."  
For Terms, apply  
a221  
**THE MANAGER.**

**HONGKONG HIGH-LEVEL TRAM-  
WAYS COMPANY, LIMITED.**  
In Liquidation.  
**TIME TABLE.**  
**WEEK DAYS.**  
7.40 a.m. to 9.30 a.m. . . . Every 10 minutes.  
9.30 a.m. to 11.00 a.m. . . . Every 15 minutes.  
11.00 a.m. to 12.45 p.m. . . . Every 15 minutes.  
12.45 p.m. to 1.15 p.m. . . . Every 10 minutes.  
1.15 p.m. to 1.45 p.m. . . . Every 15 minutes.  
1.45 p.m. to 2.15 p.m. . . . Every 10 minutes.  
2.15 p.m. to 3.00 p.m. . . . Every 15 minutes.  
3.00 p.m. to 5.00 p.m. . . . Every 15 minutes.  
5.00 p.m. to 8.00 p.m. . . . Every 10 minutes.  
**NIGHT CARS.**  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.,  
every 1 hour.  
**SATURDAYS.**  
Extra cars at 11.30 p.m. and 11.45 p.m.  
**SUNDAYS.**  
9.00 a.m. to 9.00 a.m. . . . Every 15 minutes.  
9.00 a.m. to 9.30 a.m. . . . Every 30 minutes.  
9.30 a.m. to 10.30 a.m. . . . Every 15 minutes.  
10.30 a.m. to 11.00 a.m. . . . Every 10 minutes.  
11.00 Noon to 1.00 p.m. . . . Every 10 minutes.  
1.00 p.m. to 5.00 p.m. . . . Every 15 minutes.  
5.00 p.m. to 6.00 p.m. . . . Every 10 minutes.  
6.00 p.m. to 7.00 p.m. . . . Every 15 minutes.  
7.00 p.m. to 8.00 p.m. . . . Every 10 minutes.  
**NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to**  
**11.15 p.m., every half hour.**  
**SPECIAL CARS** by arrangement at the Com-  
pany's Office, Alexandra Buildings, Des Vaux  
Road Central.  
**JOHN D. HUMPHREYS & SO.**  
Liquidators.  
Hongkong, 27th August, 1906. [79]

**ON SALE.**  
A TABLE OF THE  
**RATES OF EXCHANGE AT**  
**HONGKONG**  
for Demand Drafts on London on the day of or  
preceding the Departure of the English Mails  
also Table of Yearly Approximate Averages  
FOR 31 YEARS.  
FROM  
1874 to 1904.  
Price \$2 Cash. On Sale at the "DAILY  
PRESS" OFFICE, or Local Booksellers.



## INTIMATION.



A. S. WATSON &amp; CO., LIMITED.

AERATED WATER MANUFACTURERS.

WE SPECIALLY RECOMMEND OUR LATEST PRODUCTION.

ORANGE CHAMPAGNE

A MOST WHOLESOME AND REFRESHING SUMMER BEVERAGE, POSSESSING THE FULL FLAVOUR OF THE FINEST FRESH FRUIT. IT MAKES AN IDEAL DRINK FOR TENNIS PARTIES AND BATHING PICNICS.

WE ALSO STRONGLY RECOMMEND OUR

STONE GINGER BEER

WHICH IS BREWED FROM THE FINEST JAMAICA ROOT BY OUR OWN SPECIAL PROCESS AND IS THE ONLY SUCCESSFUL PRODUCTION OF ITS KIND IN THE FAR EAST.

A. S. WATSON &amp; CO., LIMITED.

ESTABLISHED A.D. 1841.

Telephone, 5th September, 1906. [30]

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns

should be addressed to the Editor.

Correspondents must forward their names and addresses

with communications addressed to the Editor, not for publication, but as evidence of good faith.

Letters for publication should be written on the left side of the paper only.

No anonymous signed communications that have already appeared in other papers will be inserted.

Letters for extra copies of the Daily Press should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: Press, Canton: A.S.W. 4th Ed.

P.O. Box, 38, Telephone No. 12

## DEATH.

On September 26th, at Macao, LIRANIA MARIA, the beloved daughter of Mr. and Mrs. JOSE DA SILVA of Macao. Shanghai papers please copy.

BENEFICENT OFFICE: 10A, DES VEXES ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 28th, 1906.

ALL the world loves a lover, and in the same spirit it may be remarked that all the world likes a jubilee. From a reigning monarch to an Inspector-General of Customs, from a Darby and Joan couple to a missionary, there is noticeably a particular satisfaction whenever a career is neatly rounded off with the half century. It is rather remarkable, making all things into consideration, to find such feats possible in such a country as China. To merely maintain and continue one's earthly existence for fifty years seems in itself an achievement, if we consider the things that are everywhere said of the white man's burden of sickness in these parts. To go amongst the Chinese, preaching new doctrines, and attacking old ones, and still to be able to boast of it after half a hundred years, is to suggest that by DARWIN'S famous principle, the Rev. Dr. GRAVES of Canton must, indeed, have been "the fittest". We have heard an eminent man of commerce remark, apropos attacks by Chinese on foreigners, that a man carrying a bottle of spirits in one hand and a cigar in the other might safely penetrate any region of China. He meant that these things would satisfy the natives that the bearer was not a missionary. Dr. GRAVES may be said to have carried the Bible in one hand and a medicine bottle in the other, during his fifty years among the Chinese; but we suspect that his safety and popularity have been due chiefly to the tact

and sympathy which he carried, so to speak, in head and heart. It was inevitable that at such a gathering there would be offered some sort of apology for the presence of missionaries, but we cannot unsparingly compliment the speaker who made so much of missionary services to commerce. Missionaries were described as sample agents. "It is a plausible argument with which to enlist the sympathy of those who have trade interests at heart, but it is quite certain that the Chinese would have learned about and desired foreign goods if there had never been a missionary in the country. At best the benefits they have given to trade have been indirect, and after all they ought to take a much higher moral ground than that. Many of them do."

The situation in Hongkong as concerning the relations of the European community and the Chinese sufferers by the recent typhoon can only be described as extraordinary. It is also very puzzling, and the riddle is so hard that we have shrunk from any attempt to solve it. Complaint is so rife, however, that it becomes a positive duty to try to get the whole scene into focus. First we have a wave of sympathy which causes an immediate concern for the fate of the poorer Chinese water-side population. Merchants and others, who are also heavy sufferers, promise or pay subscriptions, and the Government offers to double the amount forthcoming from private philanthropic sources. Not to permit any racial misconception, we should point out that Chinese merchants have also shown generous feeling. In a day or two, the business community, both European and Chinese, finds that its losses by the typhoon are not final. Already hampered and handicapped, it found itself victim to the rapacity of the very working class whose sufferings had just enlisted its heartfelt sympathy. The law of supply and demand in normal times affects rates without being unduly felt. At a time of public crisis, it may be carried too far. Judging by the general murmur of resentment stirring business circles, it is being carried too far now. It is inevitable that to some extent this will check the flow of charity. Already men are suggesting that the need for relief is not really so great; that most of the junk and sampans were owned by wealthy merchants or clans, and not by the people who worked them. They say that the survivors who have been so unconscionably "squeezing" the business of the port in its hour of need can well afford to look after their own confraternity; and they point out that in numerous instances the people are incapable of appreciating foreign charity at its true value, as evidenced by bogus or excessive claims made upon it. All this is bound to discourage philanthropy. We hope, nevertheless, that subscriptions will flow in sufficient to meet genuine needs. Many are past help, as we know, and there must be many women and children left without bread-winners. The very obvious needs of these need not be too closely scrutinized; they are not to blame if their luckier brethren think it right to "bleed" the hand that feeds them. For the rest, the administrators of the relief fund may be trusted not to compensate the losses of the wealthy, or to reward the dishonest. After all, we cannot decently hold inquiries with regard to the morals of fellow creatures in pain and want. We understand there is much of this, which is, indeed, only to be expected, and therefore intending subscribers should not be unduly affected by the resentment referred to, lest they punish the innocent for the guilty. Meanwhile, the lighter-men, cargo-coolies, and other indispensable servants of the trade of the port are doing their best—or worst—to kill the goose that lays the golden eggs. Whether any check can be imposed upon their extortionate practices is a question for the legislators; if anything can be done, it should be done quickly.

The German Mail of the 29th August was delivered in London on the 26th inst. The continuation of the report of the Canton missionary jubilee, with police news and other matter, appears on page 5. It is hardly likely that the members of such a firmly-knit organization as the St. Andrew's Society will forget their annual meeting; but to make sure, Mr. W. Armstrong, the Honorary Secretary, desires us to emphasize half a dozen words, "City Hall—Friday—half past five."

Many will regret to learn that the Hongkong, Canton and Macao Steamboat Co. has suspended the popular Sunday excursion trips to Macao. The *Honam* continues on the run to Macao, and the revised advertisement shows that she will continue to leave Hongkong on week days at 2 p.m., but on Sundays she will leave at noon, departing from Macao every morning at 7.30.

The German Mail of the 29th August was delivered in London on the 26th inst.

The continuation of the report of the Canton missionary jubilee, with police news and other matter, appears on page 5.

It is hardly likely that the members of such a firmly-knit organization as the St. Andrew's Society will forget their annual meeting; but to make sure, Mr. W. Armstrong, the Honorary Secretary, desires us to emphasize half a dozen words, "City Hall—Friday—half past five."

The Hon. Henry C. Ide, the ex-Governor General of the Philippines, and Miss Marjorie Ide were among the passengers who arrived yesterday by the "Hongkong Maru" from Manila. They are on their way home.

H. E. Sunkor Montenegro, Governor of Macao, is giving an official dinner at 8 p.m. to-day, to celebrate the anniversary of the birthday of the King and Queen of Portugal. Government House will be illuminated for the first time by electricity.

To-day (Friday) being the anniversary of the birthday of Their Most Faithful Majesties the King and Queen of Portugal, Conselheiro A. G. Romane, the Consul General for Portugal, and Comendador J. J. Leiria, the Vice-consul for Portugal, will be "at home" at their residence "Duarte" Arbutnot Road from 11 a.m. to 1 p.m.

Two new ships have entered the harbour during the last day or two—the N. D. L. steamer *Prinz Ludwig* and the P. & O. intermediate steamer *Nile*. The former is a magnificent and luxuriously appointed passenger steamer of 9,620 tons, and the *Nile* 4,129 tons, while primarily a cargo boat, has also excellent accommodation for passengers, of whom, on her maiden voyage, she brought out to the East a large number. The German Mail steamer a couple of days from Hongkong encountered a typhoon, and the *Nile* also experienced heavy seas.

The first shoot of a series of six rifle competitions in connection with the 1st Half No. 2 Company will take place at Tai Hang Range on Sunday. The competition will be continued on the third Sunday in each month till March. Prizes will be given to the competitors in each class who score the highest and next highest aggregate for any four out of the six shoots. A prize will also be given in each class to the competitor who sends in the highest card, handicaps points included, for the three distances during the season. A spoon competition will be held simultaneously with the above. The prizes for the foregoing competitions are being provided by the company and N.C. officers.

A very successful tea and concert was held under the auspices of the Hongkong Temperance Union on Wednesday evening in the Soldiers and Sailors Institute, the chair being taken by the Rev. C. Bone. The programme for the evening was as follows:—Song "Down the Vale" S. Sgt. Jackson, A.O.C.; Humorous Song "The Playwright" Mr. Watkiss; Sketch "Drems" Pte. Saunders, R.W.K.R.; Song "Lullaby" Pte. Stringer; Flute Solo "Killarney" Pte. Bishop, R.W.K.R.; Song "Selected" Mrs. Andrews; Recitation "Horations" Miss Nellie Robson; Song "In Dreamland" Cpl. Evans, A.O.C.; Song "Selected" Mr. Williams; Humorous Reading "Paget M.P." Rev. C. Bone; Gramophone Selections. Mr. Swaffield; Song "Sunshine and Rain" Mrs. Stringer; Recitation "A Tale of the Cold Crimes" Edm. Brown, B.G.A.; Song "Locked in the Cradle of the Deep" Pte. Bishop, R.W.K.R.; Song "Sing me to Sleep" Mrs. Andrews; Gramophone Selections. Mr. Swaffield; Song "My Irish Molly O" Mr. Williams. The accompanists were Mr. Forbes and Pte. Warren, A.O.C.

## CANTON.

(FROM OUR CORRESPONDENT)

September 26th. It is reported that Viceroy Chou Fu intends to appoint Tsoi Wen Cho Tsoi, at present superintendent of the Imperial Chinese Telegraph in Hongkong, to be Director of the Imperial Telegraph of Canton, vice Tsoi Wen Tsung Yao, who has resigned.

Viceroy Shun held a conference with the president, the Civil Engineer (Kwong Suen Mow) and the Directors of the Railway Company at his Yamen this morning regarding Yuet-Han Railway matters. The subjects discussed in the conference were not disclosed to the public.

The merchant guilds here have established a new press under the style of "Seventy-two merchant guilds' commercial Press." Its object is to act as a mouth-piece for the commercial community. The paper is well supported by all classes of merchants, and has already a very wide circulation.

The inauguration of the Chief Police Station in Honam will take place at noon to-morrow. Many high officials will attend the ceremony. Honam will be policed on the 26th instant. The matter has been hanging fire for over a year. The place needs policing very badly, as robberies and kidnappings have hitherto been matters of common daily occurrence.

BIG SHIPMENT OF WHEAT FOR HONGKONG.

FOR THE NEW FLOUR MILL. The *Morning Oregon* published at Portland, Oregon, contains in its issue of the 28th ult. the following interesting item of information:—A sale of 5,000 tons of club wheat for October shipment to Hongkong is reported. This wheat is for Bonnie's big new mill and will be the first large shipment to be made from this State. The requirements of the mill will be from 5,000 to 6,000 tons a month. It is understood that the shipment will be made by Balfour, Guthrie & Co., but at the office of the firm no information was available. The matter of transportation has not been settled yet, so far as could be learned yesterday, but the wheat will probably go forward on a tramp steamer at a \$4.50 rate. The wheat exporters of the Northwest, in view of the large prospective movement of grain to the Orient, have applied to the trans-Pacific lines for a regular rate of \$4.50 on wheat, a reduction of 50 cents from the present rate. They also ask that the four rate of \$5 be maintained. The millers object to this move and have presented their side of the case to the transportation companies, which will give a decision in a few days.

## TELEGRAMS.

[REUTERS' SERVICE.]

## DISLOYALTY IN IRELAND.

London, September 25th. At the opening of the Dublin main drainage system, an Alderman cut off a Union Jack, which was flying on a steamer, and at a luncheon, afterwards, several members of the Corporation left the room while the toast of the King was being drunk.

## RACIAL RIOTS IN GEORGIA.

London, September 25th. The rioting of whites against the negroes, in Atlanta, Georgia, has been resumed, and twelve negroes and two whites have been killed, and many wounded. Troops have been called out.

## THE CHINESE IN THE TRANSVAAL.

London, September 25th. Johannesburg reports that fourteen Chinese attacked the house of the Mine Captain at Newberit. The Mine Captain killed one and wounded two with a revolver. Seven Chinese have been arrested.

## THE DUCHY OF BRUNSWICK.

London, September 25th. The Brunswick Diet has deferred taking measures for the election of a Regent, in the hope that an arrangement can be effected between the Kaiser and the Duke of Cumberland.

## THE TYPHOON.

EUROPEAN BODY AT LAPPA. The Customs Officer at the Lappa Customs, Nine Islands Station, reports that amongst other corpses washed ashore near the station was one of a foreigner described as about 5ft. 10in. to 6ft. in height, with light brown hair and moustache, teeth very regular, and clad in white duck trousers, and a thin singlet. There was also an Indian with clean shaven head.

The bodies have been buried and the graves marked. The Macao Observatory at 9.30 o'clock yesterday morning despatched the following warning to the American Consulate:— "The typhoon is close to the eastern coast of Luzon, near parallel 15, and it will reach China Sea to-night between parallels 15 and 16."

CARGO RECOVERED. The hard work the police have done of late has not troubled them so much as some of their experiences with claimants. All the police stations are more or less full of goods recovered from the harbour, and consequently numerous claimants go there searching for lost chattels. On Wednesday Inspector Collett sent word to a large firm, informing the manager that two cases bearing the marks of that firm, which had been recovered from the water, were lying at No. 7 Police Station. A representative of the firm was despatched to take possession of the goods, but when he was asked to pay 50 cents coolie hire on each case, he demurred, and informed the Inspector that the police might have let the goods alone; they had no right to touch them. The Inspector's reply was to the point "Either you pay the 50 cents and take them, or you leave them."

THE MISSING AND THE DEAD. Till Thursday evening the number of persons reported missing, the number of bodies recovered and the number of boats lost was as under:—

Reported missing ... 1,282  
Bodies recovered ... 1,257  
Boats lost ... 2,303

## HONGKONG TYPHOON RELIEF FUND.

Mr. H. Hunter, the Hon. Treasurer, acknowledges with thanks the following subscriptions:—

Standard Oil Co. of New York	\$10,000
Asiatic Petroleum Co.	5,000
Hongkong and Shanghai Banking Corporation	5,000
Canadian Pacific Railway Co.	3,000
Hamburg-Amerika Linie	3,000
Messageries Maritimes	3,000
Mitsui Bussan Kaisha	3,000
Norddeutscher Lloyd	3,000
Penninsular and Oriental Steam Navigation Co.	3,000
Butterfield and Swire	2,000
Charter and Noddy	2,000
Jardine, Matheson & Co.	2,000
Pacific Mail S. S. Co.; Occidental and Oriental S. S. Co.; Toyo Kisen Kaisha and Portland and Asiatic S. S. Co.	2,000
E. D. Sassoon & Co.	2,000
David Sassoon & Co., Ltd.	2,000
Shewan, Tomes & Co.	2,000
Yokohama Specie Bank	2,000
European Community, Canton.	1,500
Arnhold Karberg & Co.	1,000
Gilman & Co.	1,000
Melchers & Co.	1,000
Reiss & Co.	1,000
R. Rienecker	1,000
Siemens & Co.	1,000
Yeung Yan Kwai	1,000
Panhard, Lowther & Co.	997.80
Collected by "China Mail," Ltd.	531
Bradley & Co.	500
Chang Chin Hwa	500
Hon. Mr. W. J. Gresson	500
Gibb, Livingston & Co.	500
Hongkong and China Gas Co., Ltd.	500
H. Hunter	500
Sir Thomas Jackson, Bart.	500
P. S. Kadono & Co.	500
H. B. Sir Matthew Nathan, K.C.M.G.	500
H. Skott & Co.	500
A. M. Essabhy	300
Collected by "China Mail," Ltd.	258.50
A. Babington	250
W. A. Cruickshank	250
Hon. Mr. E. A. Hewett	250

John D. Humphreys and Son	250
W. J. Saunders	250
Stewart Bros.	250
H. E. Tomkins	250
A. S. Watson & Co., Ltd.	250
S. S. Lowe, Birmingham	250
Staff and Students, Ellis Kalliope College	207.31
John Hastings	150
D. M. Nislin	150
A. J. Raymond	150
C. H. Ross	150
Bellies Public School	134.72
Captain and Officers, R.C. "Kaipan"	130
Arnold Thoresen & Co.	100
E. Y. Brown	100
Chau Chi Hing for Li Yan-tsu	100
Chan Shuh Po	100
Collected by "China Mail" Ltd.	100
Col. Darling, R. E.	100
Dominican Missions in the Far East	100
"Empress of China" Charity Fund	100
Pumpkin and Disinfecting Bureau, Ltd.	100
C. L. Gorham	100
T. P. Hall	100
Hongkong, Canton, and Macao Steamboat Co., Ltd.	100
"Hongkong Daily Press"	100
Linseed and Davis	100
W. J. May	100
J. C. Pater	100
R. Ponsanly	100
A. Shaw	100
Hon. Mr. T. Sereambo Smith	100
Societe des Missions Etrangeres	100
Dr. Stedman, Rennie and Harston	100
Dr. and Mrs. Bateson Wright	100
Chinese Foremen & Staff, Cotton Milk	38.80
Staff and Students, Sailing School	86
Master and Scholars, Wanless Government School	57.23
Hon. Mr. F. J. Bodeley	50
Dr. Neville Bradley, Pakioi	50
Chau Chi Hing	50
Capt. C. A. Coleman	50
S.S. "Empress of Japan"	50
Junior N.C.O.s and Sappers Royal Engineers	50
Kraus & Co.	50
A. Moir	50
Sir Francis Piggoit	50
Vacuum Oil Co.	50
Capt. C. L. Vaughan-Lee, R.N.	50
F. W. Warren	50
Commodore and Mrs. Williams	50
Y. M. C. A. Surplus Money	50
David Jaffe 45.50	47.32
C. M. G. Barber 45.50	45.71
Archibald Banister 45	44.86
Mr. and Mrs. R. J. L. Wright	36
Indian Foreman and Staff Cotton Mills	25
Anonymous, Kowloon	25
A. van de Gande Bakhuysen	25
George Curry	25
Mr. and Mrs. W. A. Dowley	25
D. Dunbar	25
C. Ewins	25
D. Forbes	25
G. G. S. Forsyth	25
J. Scott Harston	25
H. T. Jackman	25
Mrs. Alice Jones	25
G. P. Lammer	25
McCabbin	25
G. Moxon	25
T. M.	25
J. S. Perry	25
Lady Piggoit	25
M. S. assoon	25
Lu. Col. E. H. Seymour	25
E. Shaw	25
W. Ferrey	25
Dr. J. C. Thomson	25
S. W. Lu	25
A. W. J. Watt	25
B. N.	15
M. N. Wong	24.20
Chinese Club, I. C. R. S. "Kalliope"	20
Mrs. Chi Ling Shi	20
Dr. & Mrs. G.	20
H. Gittins	20
B. Brotherton Harker	20
P. K. Kyvet	20
H. Pluckney	20
Mrs. So Hop E	20
A. W. J. Watt	20
B. N.	15
C. N. T. Anderson	10
L. J. C. A.	10
H. Bluet	10
Thos. W. Clarke	10
R. A. Dastur	10
Karajee Ednji	10
Dr. H. R. Hager	10
Dr. Johnston	10
E. S. J.	10
David J. Lennox	10
D. E. Mollugh	10
Miss Jessie A. Miss Macnamara	10
Marchant	10
E. M.	10
D. M. Hicks	10
H. W. Morton	10
L. Murphy	10
A. C. Puley	10
Mr. & Mrs. J. V. Remondini	10
Mrs. Shi Koo	10
J. E. W.	10
M. L. C.	5
M. O. Clark	5
J. L. Connor	5
D. D. Gzlar	5
T. L. Harston	5
Mrs. Leung Che Shi	5
E. H. Long	5
F. H. Love	5
W. T. Pigram	5
M. L. Thompson	5
H. R. W.	5
Anonymous	4
Anonymous	2
J. C. Barretto	2
"Billy"	2
Mak Maria	2
J. T. V.	2
R. W. S.	2
Chau Chik	1.50
Geo. E. Duncan	1
V. R. Sequeira	1
Mrs. Tsang Shi	1
Mrs. Wong Ah Kau	1
Chu Loung	.50
Total	\$77,223.65

Further subscriptions are invited and will be duly acknowledged.

Lists will be found at:—  
The Hongkong Club  
The Hongkong and Shanghai Bank  
The Hongkong Hotel  
The Hongkong Dispensary  
Messrs. Kelly & Walsh  
Messrs. Lane, Crawford & Co.

## LATEST STEAMER MOVEMENTS.

The M.M. str. *Touraine*, with the next French mail will leave Saigon on Friday, the 28th inst. at 10 a.m. for this port. The *Hon. Line* str. *Bennet*, from Antwerp and London, left Singapore on the 26th Sept. for this port. The Boston S.S. Co's str. *Shawmut* arrived at Yokohama on the 26th Sept.

## HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held on the 27th inst. in the Council Chamber at 2.30 p.m.

## PRESENT.

HIS EXCELLENCY THE GOVERNOR, SIR MATTHEW NATHAN, K.C.M.G.  
Hon. COLONEL DALLING, R.E. (Officer Commanding the Troops).  
Hon. Mr. T. SERCOMBE SMITH (Colonial Secretary).  
Hon. Sir H. S. BARKLEY, K.C. (Attorney-General).  
Hon. Mr. A. M. THOMSON (Colonial Treasurer).  
Hon. Mr. W. CHATHAM (Director of Public Works).  
Hon. Mr. F. J. BADELEY (Captain-Superintendent of Police).  
Hon. Dr. Ho Kai M.B., C.M., C.M.G.  
Hon. Mr. Wei Yuk.  
Hon. Mr. E. A. Hewett.  
Hon. Mr. W. J. GRESSON.

The minutes of the previous meeting were read and confirmed.

## FINANCIAL MINUTES.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table financial minutes No. 65 to 72 and moved that they be referred to the Finance Committee. The COLONIAL TREASURER seconded. His Excellency—The item of \$1,500 in Financial Minute No. 65 for cemetery incidental expenses is partly due to the opening of a new cemetery and partly for some storm water works necessary at the cemetery at Mount Caroline. The addition of \$900 to the item for the disinterment of dead bodies is on account of work which has been carried out by the Tang Wah Hospital. The addition of \$2,000, out of a total of \$3,000, still leaves the total expenditure on that item at some \$2,000 less than the amount of the vote in 1904. I have already explained to the Council the provision made for a postal agency at Tientsin. This agency is to be started from the 1st October of this year, and Financial Minute No. 66 provides for a sum of \$1,170 on account of this agency and for other charges. The transit charges which also come under the heads of other charges for this agency will not be paid until next year, no provision being necessary for them this year. The personal emoluments connected with the agency will be included in the salaries in the Post Office Vote. The vote of \$1,100 asked for in minute 67 is for an item of some importance. It is for the printing and distribution of the meteorological register adopted at the suggestion of the Chamber of Commerce. Financial Minute No. 68 for \$20,000 is for typhoon damages and comes under the heading of Public Works Extraordinary. This is only an instalment of what will ultimately be required, but it is advisable that the Director of Public Works should at once have some money to do the most urgent work. Financial Minute No. 69 includes \$3,000 on account of other miscellaneous services. This is to recover the losses due to discount of subsidiary exchange received by the Treasurer. The item also includes an item of \$7,000 for refunds of revenue due to refunds on account of patent houses. The remaining three financial minutes deal with small sums, and sufficiently explain the purpose for which they are required. The motion was carried.

A TRADERS ORDINANCE. The ATTORNEY-GENERAL—I ask leave, Sir, to introduce and read for the first time a bill entitled "An Ordinance to consolidate and amend the Law relating to Trade Marks," and that the title shall be deemed sufficient for the purposes thereof.

The COLONIAL SECRETARY seconded, and the motion was carried.

## THE LAW OF EVIDENCE.

The ATTORNEY-GENERAL—I rise, Sir, to ask permission to introduce and read for the first time a bill entitled "An Ordinance to Amend the Law of Evidence," and that the title be deemed sufficient for the purposes thereof.

## THE COLONIAL SECRETARY seconded, and the motion was carried.

## TIN ESTIMATES.

The COLONIAL SECRETARY moved the second reading of a bill entitled "An Ord







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press Office, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Telegraphic Address: PRESS, CODES: A.B.C., 5th Ed. 1905.

P.O. Box, 34 Telephone No. 12.

## NEW ADVERTISEMENTS

LESSONS IN FRENCH & ENGLISH.

EXPERIENCED TEACHER gives Lessons in FRENCH and ENGLISH. Apply to "Daily Press" Office, Hongkong, 28th September, 1906. [1804]

## WANTED.

NURSE/GOVERNMENT or GOVERNMENT, speaking French and English or French and German, to travel. Must be fully competent to take entire charge of Boy aged five years. Lady leaves Hongkong Oct. 10th. Explicit information required. Call on, or address—

## "FRIEDER."

KING EDWARD HOTEL, Hongkong, 28th September, 1906. [1805]

## NOTICE.

OWNERS OF SUNKEN NATIVE CRAFT in the Harbour are hereby notified that unless they are CLAIMED before Noon on the 1st October, it is the intention of the Harbour Authorities to destroy all such obstructions causing a danger to navigation.

## E. JONES.

Asst. Harbour Master, &c. Hongkong, 28th September, 1906. [1806]

## NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"GREGORY APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 p.m. of the 29th September, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Bills of Lading will be countersigned by the undersigned.

DAVID SASSOON & Co., Ltd., Agents, Hongkong, 27th September, 1906. [1807]

## NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENAVON,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 4th Oct. will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the steamer's arrival.

No claims will be recognized if not presented within 14 days of the steamer's arrival.

MCCORMICK BROS. & CO., Hongkong, 27th September, 1906. [1808]

## THE PUBLIC HEALTH &amp; BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a COMMISSION has been appointed to enquire into and Report on the following matters, viz.—

1. Whether the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.

2. Whether any irregularity or corruption exists or has existed among the Officials charged with the administration of the aforesaid Regulations.

The Commission earnestly invite the Inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN-ROWLANDS, Secretary, Hongkong, 7th July, 1906. [1381]

FOR EUROPE & AMERICA, INDIA, AUSTRALIA, &c., and for

PRIVATE RESIDENTS AT THE OUTPOSTS. A Comprehensive and Complete Record of the

NEWS OF THE FAR EAST is given in the

HONGKONG WEEKLY PRESS,

with which is incorporated

THE CHINA OVERLAND TRADE REPORT, Subscription, paid in advance, \$12 per annum. Postage to any part of the World \$2

## INTIMATIONS

TYPHOON RELIEF FUND.

AT the request of the General Committee an ENTERTAINMENT will be given in the CITY HALL, on the Evening of the 11th prox.

The following Gentlemen have consented to act as a Committee in connection therewith—

MR. D. R. LAW (Chairman)

MR. G. BALLOCH

MR. E. ORMISTON (Treasurer)

MR. G. A. CALDWELL

MR. R. SUTHERLAND (Secretary)

Full Particulars of the Entertainment will be published later.

R. SUTHERLAND, Secretary, Hongkong, 27th September, 1906. [1809]

E. J. R.

NOTICE.

MARINERS and Others willing to give information calculated to assist the Committee appointed to enquire whether earlier warning could have been given of the Typhoon of the 18th instant, are requested to call at the Attorney General's Chambers on SATURDAY, the 29th instant, at 10.30 A.M.

HERBY S. BIRKLEY, Chairman of Committee, Hongkong, 28th September, 1906. [1787]

NOTICE.

I have This Day Authorized Mr. ISMAIL HAJI AMERUDIN to Sign my Firm per Procuration.

C. A. CAMROODIN, Hongkong, 25th September, 1906. [1789]

LOST, STOLEN OR STRAYED.

A YOUNG SPANIEL DOG, two and a half months old, Black with White Breast and Paws. Finder will be rewarded. Apply to "Daily Press" Office, Hongkong, 28th September, 1906. [1790]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING of the above Society will be held in the CITY HALL, TO-DAY (FRIDAY), 28th inst. at 5.30 P.M.

W. ARMSTRONG, Hon. Secretary, Hongkong, 28th September, 1906. [1790]

THE HONGKONG & KOWLOON WHARF & GODOWN COMPANY, LIMITED.

DURING the TYPHOON of the 18th September, DAMAGE by Sea and/or Rain Water was occasioned to some of the Cargo stored in the Company's Godowns. Owners, Consignees, and others interested are requested to INSPECT and CABLE FOR their Goods, for which purpose every assistance will be accorded by the WHARF COMPANY. EDWARD OSBORNE, Secretary, Hongkong, 25th September, 1906. [1784]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

THE ORDINARY ANNUAL GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Co's Office, TO-MORROW (SATURDAY), 29th September, at NOON, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1906.

THE TRANSFER BOOKS of the Company will be CLOSED from the 22nd to 29th September, both days inclusive.

DOUGLAS LAFRAIK & Co., General Managers, Hongkong, 18th September, 1906. [1749]

HONGKONG CLUB.

NOTICE.

THE TENTH DRAWING OF SIXTY-FIVE DEBENTURES OF THE HONGKONG CLUB, (\$100 each), was held in the Hongkong Club House, on THURSDAY, 28th inst., when the following DEBENTURES were DRAWN for Redemption.

64	528	775	1653	1589
97	546	784	1102	1692
110	562	867	1111	1701
149	634	879	1126	1702
255	636	923	1257	1807
308	644	917	1263	1879
344	661	948	1284	1885
383	687	967	1295	1890
442	689	972	1303	1901
446	704	1013	1430	1945
470	708	1014	1457	1951
488	712	1037	1544	1958
497	756	1055	1554	1989

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on SATURDAY, the 29th day of September, 1906, in exchange for surrender of same.

By Order,

A. O'D. GOURDIN, Acting Secretary, Hongkong, 21st September, 1906. [1762]

NOTICE TO MARINERS.

No. 271 (Special).

CHINA SEA.

SHANGHAI DISTRICT.

SOUTH CHANNEL ENTRANCE TO THE YANGTZE.

Changes in the positions of the Tungsha and Kintoon Light-vessels.

NOTICE IS HEREBY GIVEN that in consequence of changes having taken place in the South Channel, the Tungsha and Kintoon Light-vessels will be shifted as follows, on or about the 15th November next:—

TUNGSHA LIGHT-VESSEL will be shifted 0.6 miles S. 42-1/2° W. from her present position and will mark the north side of the channel as at present.

KINTOON LIGHT-VESSEL will be shifted 0.45 miles N. 44° E. from her present position and will then mark the NORTH side of the channel.

CAUTION: Captains and Pilots should exercise caution on the date given for making these changes to avoid passing to the northward of the Kintoon Light-vessel in her new position.

BEARINGS when the Light-vessels are in the new positions:—

From Fairway Bell Gas-buoy to Tungsha N. 49-1/2° W.

From Tungsha to Fairy Wreck and Kintoon N. 57° W.

From Kintoon to S.E. Knoll Gas-buoy N. 38° W.

All bearings given are Magnetic.

T. J. ELDRIDGE, Acting Coast Inspector, Coast Inspector's Office, Shanghai, 15th September, 1906. [1773]

## FOR SALE

FOR SALE.

DIVING APPARATUS. Prompt delivery.

Apply—

OWSTON & Co., Yokohama. [1786]

## FOR SALE.

AN EXTENSIVE PIECE OF GROUND about 30,000 square feet, suitable for Godowns, etc., near the Railway Station at Wongshu-Canton. For full particulars, please apply to—

CHUANATONG, 4, Arsenal Street, Hongkong, 25th September, 1906. [1783]

## FOR SALE.

THREE HARDWOOD LIGHTERS. Newly built and Coppered. First-class Condition.

For further particulars, apply to

D. S. DADY BURJOR, 60, Des Voeux Road, Hongkong, 25th September, 1906. [1783]

## AUCTION

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction, On FRIDAY, the 5th and 6th October, 1906, commencing each day at 2.30 P.M., at "New King's-Clerk" Kennedy Road—

A QUANTITY OF VALUABLE HOUSEHOLD FURNITURE, Comprising—

SILK TAPESTRY and PLUSH COVERED DRAWING ROOM SUITES, MARBLE FIGURES, OCCASIONAL TABLES, FANCY FRENCH MIRRORS, ORNAMENTS, PICTURES, &c. &c.

EXTENSION DINING TABLE, HAND-SOME SIDEBOARD with MARBLE TOP and BEVELLED MIRRORS, DINNER WAGONS, MOROCCO COVERED DINING ROOM SUITE, BOOKCASES, PICTURES, CURTAINS, &c.

BRASS BEDSTEADS, MARBLE-TOP WASHTANDS, TOILET TABLES, HANDSOME WARDROBES, BEDROOM SUITES, &c. &c.

TIENTSIN and PILE CARPETS and RUGS, GLASS and CROCKERY WARE and KITCHEN UTENSILS.

A Quantity of FINE ELECTROPLATED WARE.

Also 7 CARRIAGES and a Quantity of SADDLERY.

TERMS:—As Customary. On View from Wednesday, the 3rd October 1906.

GEO. P. LAMBERT, Auctioneer, Hongkong, 26th September, 1906. [1785]

## AUTOMATIC MAUSER PISTOLS.

CALIBRE 7.63 m.m. With CHAMBER for 10 CARTRIDGES FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO., Hongkong, 3rd October, 1905. [45]

## DAVID CORSE &amp; SON'S

MERCHANT NAVY NAVY BOILED LONG LAX.

RELIANCE CROWN TARPULING.

ARNHOLD, KARBURG & Co., Sole Agents, 861

TYPEWRITERS

CLEANED, REPAIRED, OVERHAULED

TYPEWRITING WORK UNDER TAKEN. Charges moderate.

F. A. V. RIBEIRO (late of the Hongkong Typing Bureau) 8A, Queen's Road Central (First Floor), Hongkong, 25th October, 1905. [91]

## SIEN TING.

SURGEON DENTIST, No. 10, D'AGUIAR STREET.

TERMS VERY MODERATE. Consultation Free. Hongkong, 21st September, 1905. [1759]

## A. LING &amp; CO.

FURNITURE STORE, PLATED GLASS and CROCKERY WARE, &c. &c., and POOCHOW LACQUERED WARE.

68, QUEEN'S ROAD CENTRAL, Hongkong, 21st September, 1903. [902]

## CARTRIDGES.

IMPORTED EVERY MONTH, THEREFORE ALWAYS FRESH

ELY'S, SCHULTZ'S, AMBERITE and KYNOK'S SPORTING CARTRIDGES 8, 10, 12, 16, and 20 BORE and NEWCASTLE CHILLED SHOT in all Sizes, Nos. 10 to 55SG. AIR GUNS and AMMUNITION in Variety.

WM. SCHMIDT & Co., Hongkong, 29th November, 1902. [893]

## ON SALE.

RATES OF EXCHANGE AT HONGKONG, FOR DEMAND DRAFTS ON BOMBAY, On the Day Preceding the Departure of English Mails from the Year of the Closing of the Indian Mints to the Free Coinage of Silver

FROM 1893 TO 1905; ALSO RATES FOR SOVEREIGNS, GOLD LEAF, BAR SILVER (From 1900), and other Useful Information.

PRICE: 1/6 CASH. On Sale at the "Daily Press" Office, or Local Booksellers, Hongkong, 16th April, 1906.

## WANTED

WANTED.

A COMFORTABLE HOUSE of 4 or 5 Rooms Unfurnished with a Good View of the Harbour either at Kowloon or Upper Level Hongkong.

Address to—

"A. O." Office, Hongkong, 25th September, 1906. [1791]

## WANTED.

A PRACTICAL AERATED WATER MANUFACTURER to take Charge of a plant in Hongkong. Salary Trials Five Hundred per month with house allowance and bonus on profits. Applicants to state age, and experience and send copy of recent testimonials addressed to—

MACKAY & MACARTHUR LD., Bangkok, Hongkong, 24th September, 1906. [1778]

## INSURANCES

UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

THE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO., Hongkong, 1st January, 1904. [29]

## NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1905 217,827,119.

I. AUTHORIZED CAPITAL... 24,000,000

Subscribed CAPITAL... 2,750,000

PAID-UP CAPITAL... 687,500 0 0

II. FINE FUNDS... 3,388,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SIEMSEN & CO., Hongkong, 21st April, 1907. [311]

## THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co., Hongkong, 13th August, 1906. [1555]

## BOARD AND RESIDENCE

TO LET.

FURNISHED ROOM with Partial Board. First Higher Level. Good View of Harbour, Private Family. Tennis.

Apply to—

C. D., Hongkong, 27th September, 1906. [1797]

## MRS. GILLANDERS

"GLENWOOD," 27, CAINE ROAD, Hongkong, 20th September 1905. [1751]

## TO LET.

LARGE FURNISHED BEDROOM, in English family; partial or full board; moderate terms; good locality; verandah; view.—

Care of "Daily Press" Office, Hongkong, 24th September, 1906. [1393]

## FIRST-CLASS BOARD AND RESIDENCE

AT "BRAESIDE"

A LARGE AND COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Kitchen and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—Mrs. F. W. WATTS, "Braeside," 30, Macdonnell Road (late of "Tung Yuen"), Hongkong, 27th June, 1905. [43]

## TO LET.

"BROCKHURST," Peak, Newly Painted and Colour-washed, with use of Tennis Court; contains 8 Rooms. Splendid site and well suited for a Bachelors' Mess.

No. 3, ARBUTHNOT ROAD, Central Locality.

No. 2, DES VOEUX VILLAS, PEAK. Newly repaired, Painted and Colour-washed. Nos. 1 & 2, BEACONSFIELD ARCADE, facing the Parade Ground.

ROOMS, on 1st and Top Floors, BEACONSFIELD ARCADE, (Cheap Rentals).

No. 57, PRAYA GRANDE, MACAO. FIVE ROOMS on Top Floor of 15, Queen's Road Central (over Caldbeck, MacGregor's).

2ND FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, with use of Electric Lift.

HOUSES on the ROBINSON ROAD Level, Cheap Rentals.

73, WYNDHAM STREET.

Apply to—

LINSTEAD & DAVIS, 3rd Floor, Alexandra Buildings, Hongkong, 24th July, 1906. [1193]

## TO LET.

A LARGE AND SPACIOUS ROOM or OFFICE on the First Floor of No. 34, Queen's Road Central opposite the Post Office.

Apply to—

WONG CHIT SANG, AT YEE SANG FAT & Co., Hongkong, 25th August, 1906. [1632]



# INTIMATION.

## S. MOUTRIE & CO. LTD.

ESTABLISHED 1875.

**BABY GRANDS**  
BY  
**RACHELS, PLEYEL, KEMMLER**  
AND  
**ROSENKRANZ.**

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:  
**S. MOUTRIE & CO. LTD.**  
York Building, Chater Road.  
Hongkong, 30th July, 1906. [527]

### BANKS

**NEDERLANDSCHE HANDEL-MAATSCHAPPIJ.**  
(Netherlands Trading Society).  
ESTABLISHED 1824.

PAID UP CAPITAL FL. 45,000,000 (£7,750,000).  
RESERVE FUND " FL. 5,000,000 (£817,000).

HEAD OFFICE: AMSTERDAM.  
BRANCHES: Singapore, Penang, Shanghai, Hongkong, Saigon, Sourabaya, Cheribon, Tientsin, Penang, Pasuruan, Tjilatjap, Padang, Medan (Deli), Palembang, Kotabradja, (Achou) Telok-Somawa, (Achou) Bandjermasin.  
Correspondents at Macassar, Bombay, Colombo, Malacca, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, &c., &c.  
LONDON BANKERS:  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

The Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and Correspondents in the East, on the Continent, and in Great Britain, America, and Australia, and transacts Banking Business of every description.

INTEREST ALLOWED.  
On Current Accounts 2% per annum on daily balances.  
Fixed Deposits 12 months 4 1/2% per annum.  
" 6 " 4% " "  
" 3 " 3 1/2% " "  
L. ENGEL, Agent.  
Hongkong, 23rd July, 1906. [1450]

### THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000  
CAPITAL PAID UP " 21,000,000  
CAPITAL UNPAID UP " 3,000,000  
RESERVE FUND " 13,700,000

HEAD OFFICE: YOKOHAMA.  
BRANCHES AND AGENTS:  
Tokyo, Kobe, Nagasaki, Osaka, Lyons, New York, London, Honolulu, Bombay, San Francisco, Tientsin, Nanking, Shanghai, Peking, Hankow, Dairen, Port Arthur.  
LONDON BANKERS:  
THE LONDON JOINT STOCK BANK, LIMITED.  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.

HONGKONG-INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent per annum on the daily balance.  
On fixed deposits for 12 months 5 1/2% per annum.  
" 6 " 4 1/2% " "  
" 3 " 4% " "  
TAKAO TAKAMICHI,  
Manager.  
Hongkong, 22nd September, 1906. [513]

### INTERNATIONAL BANKING CORPORATION.

Fiscal Agents of the United States in China and the Philippine Islands and the Republic of Panama.  
CAPITAL AND SURPLUS Gold \$10,000,000  
AUTHORIZED " " 3,000,000  
RESERVE FUND " " 3,000,000  
HEAD OFFICE: New York.  
LONDON OFFICE: Threadneedle House, E.C.  
BRANCHES AND AGENTS all over the World.  
NATIONAL PROVINCIAL BANK OF ENGLAND LIMITED.  
UNION OF LONDON AND SMITH'S BANK LIMITED.  
BRITISH LINEN COMPANY BANK.  
The Corporation transacts every description of Banking and Exchange business, receives money in Current Account and accepts Fixed Deposits at the following rates:  
For 12 months 4 1/2% per annum.  
For 6 " 4% " "  
For 3 " 3 1/2% " "  
H. PINCKNEY, Manager.  
Queen's Road, Central,  
Hongkong, 20th September, 1906. 1456

### BANKS

**HONGKONG SAVINGS BANK.**  
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Roles may be obtained on application.  
INTEREST on deposits is allowed at 3 1/2% per cent per annum.  
Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent per annum.  
For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
H. E. R. HUNTER,  
Acting Chief Manager.  
Hongkong, 30th May, 1906. [54]

**THE BANK OF TAIWAN LIMITED**  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER)  
CAPITAL SUBSCRIBED Yen 5,000,000  
CAPITAL PAID UP " 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.  
BRANCHES AND AGENTS:  
Amoy, Kobe, Tainan,  
Anping, Nagasaki, Tamsui,  
Fuzhou, Osaka, Tokyo,  
Keelung, Shanghai, Yokohama.

**HONGKONG OFFICE:**  
3, DES VOUX ROAD.  
Interest allowed on Current Account Deposits received on terms which may be learned on application.  
D. TOHLOW, Manager.  
Hongkong, 1st July, 1906. [199]

**THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.**  
(INCORPORATED BY ROYAL CHARTER, 1853)  
HEAD OFFICE: LONDON.

CAPITAL PAID-UP £230,000  
RESERVE LIABILITY OF SHAREHOLDERS £230,000  
RESERVE FUND £975,000

INTEREST allowed on Current Account at the rate of 2 1/2% per annum on the daily balance.  
On Fixed Deposits for 12 months 4 per cent.  
" 6 " 3 1/2% " "  
" 3 " 3% " "  
T. P. COCHRANE, Manager.  
Hongkong, 10th May, 1906. [114]

### THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL £1,500,000  
SUBSCRIBED " 1,125,000  
PAID-UP " 662,500  
RESERVE FUND 135,000

INTEREST allowed on Current Accounts at the rate of 2 1/2% per annum on the daily balance.  
On Fixed Deposits:  
For 12 months 4 1/2%  
" 6 " 4%  
" 3 " 3 1/2%  
E. OSMISTON, Manager.  
Hongkong, 26th March, 1906. [26]

### HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL £10,000,000  
RESERVE FUND £10,000,000  
STERLING RESERVE £10,000,000  
SILVER RESERVE 10,250,000  
RESERVE LIABILITY OF PROPRIETORS £10,000,000

COURT OF DIRECTORS:  
A. HAUPT, Esq., Chairman.  
G. H. MEDHURST, Esq., Deputy Chairman.  
G. Ballech, Esq., A. J. Raymond, Esq.,  
R. S. Shaw, Esq., R. S. Shaw, Esq.,  
Hon. Mr. W. J. Gresson, N. A. Siebs, Esq.,  
C. E. Lonsdale, Esq., H. E. Tomkins, Esq.,  
D. M. Nissim, Esq.

CHIEF MANAGER:  
Hongkong: J. R. M. SMITH  
ACTING MANAGER:  
Shanghai: W. ADAMS ORAM.

LONDON BANKERS: LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG-INTEREST ALLOWED.  
On Current Account at the rate of Two per cent per annum on the daily balance.  
On Fixed Deposits:  
For 3 months 2 1/2% per cent per annum.  
For 6 months 3 per cent per annum.  
For 12 months 3 1/2% per cent per annum.  
H. E. R. HUNTER, Acting Chief Manager.  
Hongkong, 17th September, 1906. [23]

### DEUTSCH-ASIATISCHE BANK.

CAPITAL FULLY PAID UP Sh. Tels 7,500,000  
HEAD OFFICE: SHANGHAI.  
BOARD OF DIRECTORS, BERLIN.  
BRANCHES:  
Berlin, Calcutta, Hankow, Peking, Tientsin, Tientsin, Tientsin, Kobe, Yokohama, Singapore.

Founded by the following Banks and Bankers:  
KÖNIGLICHE SIEBELDUNG (PREUSSISCHE STAATSBANK) Berlin.  
DIREKTION DER DISCONTOGESellschaft.  
BERLINER BANK.  
S. BLEICHROEDER.  
BERLINER HANDELS-GESELLSCHAFT.  
BANK FÜR HANDEL UND INDUSTRIE.  
ROBERT WABSCHAUER & CO. MÜNCHEN.  
M. A. VON ROTHSCHILD & SOHN.  
JACOB S. H. STERN.  
NORDDEUTSCHE BANK IN HAMBURG, Hamburg.  
SAL. OPPENHEIM, JR. & CO. Köln.  
BAYEISCHE HYPOTHEKEN-UND WOHNSCHANK, München.

LONDON BANKERS:  
Messrs. N. M. ROTHSCHILD & SON;  
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.  
DEUTSCHE BANK (DISCONT) GEBELLSCHAFT.  
DIREKTION DER DISCONTOGESellschaft.

INTEREST allowed on Current Account. DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.  
HUGO SUTER, Manager.  
Hongkong 1st May, 1906. [27]

### FIFTY YEARS IN CHINA.

MISSIONARY JUBILEE IN CANTON.

REVIEWS OF THE HALF CENTURY.

(Concluded from yesterday.)

The Rev. Dr. Graves, who was greeted on rising by the audience upstanding, discoursed on "Fifty years in Canton." After expressing his thanks to all who had assisted at that meeting and to the speakers for their kind remarks, he said—I feel that you have come here to celebrate the flight of time. Father Time and I have been friends for some years, so I must speak a few words for him. Canton has changed considerably since fifty years ago. The means of conveyance were very different in those days from what they are now. When I arrived here on the 14th August 1856 there were no foreign factories here and few missionaries of the societies now represented here. I sailed from New York on April 19th, on board the barque *Hercynia*, a sailing ship of 600 tons. We were 114 days on our journey. Now you have five steamers of 18,000 and 27,000 tons. There were three passengers besides myself. We came very slowly, compared with modern days, and arrived in Hongkong in due course, having lost one man overboard. The accommodation was very different in those days. Our usual fare was hard tack, salt beef, salt pork, codfish and potatoes. On Sundays we had stewed apples and occasionally some tinned meats. Friday was dull day, when we had a kind of sweetened flour pudding for dessert. However we had plenty of fresh air. We were young and we had good appetites, and no complaints were heard about the food. At one time, however, we came very near to having to go without water. For some days we had only the foul smelling dregs at the bottom of the tanks to drink, to make tea with. When it came to washing our faces, I put the towel on the surface of the water and rubbed it over my face. However we managed to get some water in the Straits of Sundra and all was well again. After arriving in Hongkong I came up to Canton in the American steamer *Willemette*. There was also an English steamer the *Lily*, running on alternate days. These two steamers formed our communication with Hongkong. The steamer *Shark* which ran to Macao, was captured by pirates. We had our mail once a month brought up by the P. and O. steamer *Hongkong* or the *Jan*. The American Mail came from the West via Gibraltar to Alexandria thence by camel back to Suez whence it was brought to Hongkong. There were no telephones or telegraphs in those days. Still there were compensations. I remember hearing some merchants say that in those days they could go out shooting and hunting between mail days, but now they had such busy lives and could not leave the office lest some business should demand their attention at short notice. There were then no shops in Canton where foreign goods were sold such as they are now. We had to get any groceries we needed from Whampoa. In addition to the one or two banks, many merchants conducted banking businesses. Our own business was conducted through Russell and Co., whose successors are Shawan, Tones and Co. The Mexican was the currency then. It was broken into small pieces and we had to use a scale and weigh the money. There were no foreign coins under a dollar in circulation. In Canton the merchants resided in what were called the factories, which name was applied to the place where all the agents of foreign firms lived. This extended from Shap San Hong Street to the river front and from the canal or most West of the city wall to where the steamer wharves are now, nearly to the present Custom House. The Chinese called the concession Shap San Hong the thirteen houses, from the thirteen business houses first erected there. They were known as the English hong, the French hong, the American hong, the Danish hong, and so on. Between these business houses and the river was a gully and the English Church belonging to the Consulate. In this was a memorial tablet to the memory of the young men who had been killed at Wong Chuk Kai a short time before my arrival. In front of the church was a sundial by which we set our time, the observations being taken by a naval officer. The face of the river was very different in those days to what it is now. Instead of being covered by numerous steamers, tow boats, and launches from Hongkong, there was a single steamer once a day from Hongkong and one from Macao. There were rows of big-eyed Tientsin junks that made the round trip once a year, coming down from Tientsin in the autumn with the north east monsoon and returning in the spring when the south-east monsoon set in. Between these rows of big-eyed junks was the fairway, through which cargo boats passed to and from Whampoa, while fast boats made the trip to Hongkong and Macao, taking passengers. When I came here the foreign passengers made the trip by steamer but many of the natives still went by sailing ship. I remember the beginning of the "Arrow War." The "Arrow" was a boat of a Mediterranean rig introduced by the Portuguese. This junks flew the British flag and traded with Hongkong. Several of the men on the boat were accused of being rebels and in their ignorance of international law the Chinese authorities went on board and seized those men, ignoring the fact that they were protected by the British flag. Mr. Parkes, afterwards Sir Harry Parkes, the British Consul, went on board a Chinese police boat and demanded the surrender of the men but was hustled off into his own boat without ceremony. In reprisal the police boat was seized by the British and so matters became complicated. As this was the last of a number of complaints against China, Great Britain allied herself with France, who had two Roman Catholic missionaries killed, and war against China was undertaken. From my window at Chai Yam Kwei, where the

medical college now stands, I saw the commotion and heard the noise on the river, though it was not until several hours afterwards that I learned that it was a trouble between the Chinese and foreigners. As a result of the misunderstanding hostilities commenced and in October I went to Macao as a refugee with the ladies and children. The Chinese attacked and burned the foreign factories at Shap San Hong and in return the Allies burnt the houses on the river front from the factories to Tsang Hoi Mun where the French hospital now stands. Our dwelling, a rented one, was among the houses destroyed, and we lost most of our furniture which had not been taken to Macao. As the Chinese here refused to open their gates and carry out the provisions of the Treaty, Sir Francis Davis made a demonstration from Hongkong and sent up a number of ships but he was not supported by the Government at home and so the forces had to be withdrawn. Inside the city the Chinese erected stone arches in celebration of the defeat of the British. Missionaries have been here since the early days. The London Mission was represented by Dr. Hobson, a medical missionary, and a son-in-law of Dr. Morrison. He had a medical hospital at Kam Li Fan opposite the west end of Shamone. His medical works in Chinese were among the first, if not the first, published and were the only text books used for some years, at least in South China. Near him resided Messrs. Preston, Hinton and Smith (the father of the Hon. Mr. Serecombe Smith, Colonial Secretary of Hongkong). They were young men who had come quite recently to join the Wesleyan Mission. At the Factory Dr. S. W. Williams, of the A.B.C.F.M., had his printing office where the Chinese Repository, the Cantonese Tonic Dictionary and many other valuable books were published. This office was burned down during the war and Dr. Wells entered the service of the United States Government as Secretary of Legation. He was known as a sociologue and was respected by all for his sound views, and consistent Christian character. Dr. Kerr and Mr. Macey lived over a long situated where the Medical Missionary Society's hospital now stands. Dr. Kerr was well known to many present, having been connected with the Presbyterian Mission for 44 years and dying in 1900. The Baptist Mission was in Chai Yam Street where the Medical College now stands. My colleague, the Rev. C. W. Galliard, and his wife lived here and I boarded with them. Our chapel was at Lan Hing Kai where the Duck market was and is still. Our preaching place was in the second story of this building. The Presbyterian Mission stood on the site now occupied by the French Donner Hospital. Messrs. French and Preston were in charge of the preaching and school work. Dr. Kerr being in charge of the medical work. Mr. French did good work in preaching and in publishing colloquial books. The Wesleyan Mission was at Tsang She and here the Rev. George Piercy lived. He did a useful work in China as a preacher, a teacher, but especially as the author and promoter of colloquial books, and still lives in England. The Rev. Daniel Vrooman, of the A.B.C.F.M., lived at Haam Ha Lam and gave much of his time to working in the country. He died in San Francisco several years ago. The Rev. Mr. Roberts, an independent Baptist missionary, was living at Tunk Fhek Kok, where his chapel still stands. A few years afterwards he went to Nanking. Dr. Ball, father of Mr. J. Dyer Ball, and Mr. Booney, of the American Congregational Board, and Dr. Hopper of the Presbyterian Mission, were in America on furlough when I arrived but came back and renewed their work in Canton after the war. The Shamone was a sand flat covered by the water and with houses built on piles, such houses as are now to be seen below the Dutch Ferry on the Honan side. Down the river were the various places I have just mentioned. As you can understand the difficulties in our way were very great. We were not allowed to enter the city. We would look in sometimes but if any one ventured to enter the soldiers would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and exclaim "No foreign devil can come in here." We were restricted to five open ports and to travel in the country, a radius of 30 miles from each of these ports. Some of the missionaries ventured up the river but were sent back. They were the scouting parties as it were. Our work was practically confined to the suburbs of Canton. We visited the villages up and down the river regularly every Saturday, preaching and distributing tracts. In some of these villages there was a strong feeling of hostility to foreigners. Two years before the Arrow War the rebels would rush out and



## SHIPPING.

**ARRIVALS.**  
**CHEONGHONG**, British str., 1,256, S. J. Payne, 27th Sept.—Tientsin via Chefoo 19th Sept. General—Jardine, Matheson & Co.  
**GLANVON**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**GRACEY**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**HONGKONG**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**KUANGHONG**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**MAISON**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**NEW YORK**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**SHANGHAI**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**YOKOHAMA**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.

**DEPARTURES.**  
**CHEONGHONG**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**GLANVON**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**GRACEY**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**HONGKONG**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**KUANGHONG**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**MAISON**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**NEW YORK**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**SHANGHAI**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.  
**YOKOHAMA**, British str., 1,256, S. J. Payne, 27th Sept.—London 18th August, General. M. G. Rogers Bros. & Co.

**SHIPPING REPORTS.**  
 The British str. *Cheonghong* reports: Light northerly winds and fine weather throughout. The British str. *Glanton* reports: Fresh N.E. winds and fine weather throughout the voyage. Southern swell between Formosa and Hongkong.  
 The British str. *Glanton* reports: Strong S.W. monsoon with high sea, dark gloomy sky, with frequent hard squalls, and strong easterly set from Manila Islands to Bombay Reef, hence to port light to strong N.E. gale, with increasing sea and overcast sky. Spoke German str. S. 100 miles, lat. 7.5 N., bound South. Blue funnel str. *Lydia*, lat. 7.10 N., bound South. Russian H.M.S. *Albatross*, lat. 7.30 N., bound North, supposed H.M.S. *Terrible*, lat. 18.40 N., bound South.

**VESSLS IN DOCK.**  
 Sept. 27th.  
**ARRIVALS DOCKS**—*Quincy*, *Sigbee*, *Kowloon*, *Union*, *Champion*, *Saragosa*, *Vigilant*, *Ch. Harcourt*, *Fr. Waldemar*, *Johanna*, *Fr. Francique*, *H.M.S. Flor*.  
**DOCKWORKERS**—*Rainier*, *Shirley*, *Strathmore*.

**VESSLS ON THE BERTH**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**  
**FOR SWATOW, AMOY & FOCHOW.**  
**THE Company's Steamship**  
**"HAICHING"**  
 Captain A. E. Hodgins, will be despatched for the above Ports TO-DAY, the 28th inst., at 10 A.M.  
 For Freight or Passage, apply to  
**DOUGLAS, LAURIE & CO.,**  
 General Managers,  
 Hongkong, 25th September, 1906. [1786]  
**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**  
**FOR SYDNEY AND MELBOURNE.**  
 Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELPHI, NEW ZEALAND, TASMANIA, &c.  
**THE Steamship**  
**"AUSTRALIAN"**  
 Captain St. John George, will be despatched for the above Ports TO-MORROW, 29th inst., at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 This Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & CO.,**  
 Agents,  
 Hongkong, 25th September, 1906. [1690]  
**FOR SINGAPORE, PENANG AND CALCUTTA.**

**THE Steamship**  
**"TOURANE"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

**THE Steamship**  
**"LIGHTNING"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

**THE Steamship**  
**"TOURANE"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

**THE Steamship**  
**"TOURANE"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

**THE Steamship**  
**"TOURANE"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

**THE Steamship**  
**"TOURANE"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

**THE Steamship**  
**"TOURANE"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

**THE Steamship**  
**"TOURANE"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

**THE Steamship**  
**"TOURANE"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

**THE Steamship**  
**"TOURANE"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

**THE Steamship**  
**"TOURANE"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

**THE Steamship**  
**"TOURANE"**  
 Captain J. G. Spence, will be despatched for the above Ports on or about MONDAY, 1st Oct. For Freight or Passage, apply to  
**G. DE CHAMPEAUX,**  
 Agent,  
 Hongkong, 25th September, 1906. [1785]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k" nearest Hongkong "h" midway between Hongkong and Kowloon "m" and those vessels berthed at the Kowloon Wharf "L.W." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, AMSTERDAM & ANTWERP.	CYCLOPS	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 2nd Oct.
LONDON DIRECT VIA USUAL PORTS OF CALL.	OSKANA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 6th Oct. at Noon.
LONDON, AMSTERDAM & ANTWERP.	MAISON	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 8th Oct.
MAISON, LONDON & ANTWERP, &c.	MAISON	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	About 27th inst.
BRISBANE, VIA PORTS OF CALL.	BRISBANE	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 2nd Oct. at 1 P.M.
HAVRE, ROTTERDAM & LIVERPOOL.	HAVRE	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 10th Oct. at Noon.
HAVRE, BREMEN & HAMBURG VIA STRAITS, &c.	HAVRE	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 30th inst.
HAVRE, ANTWERP & HAMBURG.	HAVRE	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 10th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	HAVRE	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 18th Oct.
COPENHAGEN, SCANDINAVIAN, &c., DALIC PORTS	COPENHAGEN	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 30th Nov.
NAPLES, HAVRE & HAMBURG.	NAPLES	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	About End of Oct.
GENOA, MARSEILLES & LIVERPOOL.	GENOA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 2nd Nov.
ODDESA	ODDESA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 20th Oct.
NEW YORK VIA PORTS & SUEZ CANAL.	NEW YORK	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	About 5th Nov.
NEW YORK VIA PORTS & SUEZ CANAL.	NEW YORK	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 18th Oct.
VANCOUVER VIA SHANGHAI JAPAN, &c.	VANCOUVER	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Oct. at Noon.
VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN.	VICTORIA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 25th Oct. at 4 P.M.
SALINA CRUZ, CALLAO & IQUIQUE VIA JAPAN PORTS	SALINA CRUZ	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	To-morrow.
AUSTRALIAN PORTS VIA MANILA	AUSTRALIAN	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 2nd Oct.
AMERICAN PORTS VIA MANILA	AMERICAN	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	Quick despatch.
NAGASAKI & VLADIVOSTOCK	NAGASAKI	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 5th Oct.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 10th Oct. at Noon.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 16th Oct.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 22nd Oct.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 28th Oct.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Nov.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Nov.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Nov.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Nov.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Nov.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Dec.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Dec.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Dec.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Dec.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Dec.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Jan.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Jan.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Jan.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Jan.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Jan.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Feb.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Feb.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Feb.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Feb.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Feb.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Mar.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Mar.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Mar.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Mar.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Mar.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Apr.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Apr.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Apr.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Apr.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Apr.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd May.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th May.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th May.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st May.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th May.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Jun.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Jun.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Jun.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Jun.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Jun.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Jul.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Jul.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Jul.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Jul.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Jul.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Aug.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Aug.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Aug.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Aug.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Aug.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Sep.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Sep.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Sep.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Sep.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Sep.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Oct.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Oct.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Oct.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Oct.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Oct.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Nov.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Nov.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Nov.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Nov.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th Nov.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 3rd Dec.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 9th Dec.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 15th Dec.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 21st Dec.
YOKOHAMA, KOBE, MOJI & YOKOHAMA	YOKOHAMA	Brit. str.	1 m.	W. E. Hickey	BUTTERFIELD & SWIRE	On 27th



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO. LD.

**JOINT SERVICES.**  
FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.  
TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

OUTWARDS.		DATE
GLASGOW and LIVERPOOL...	"DARDANUS"	On 4th October.
GLASGOW and LIVERPOOL...	"JASON"	On 10th October.
GLASGOW and LIVERPOOL...	"DEUCALION"	On 17th October.
HOMEWARDS.		DATE
↑ HAVRE, ROTTERDAM and LIVERPOOL...	"KINTUCK"	On 30th September.
LONDON, AMSTERDAM and ANTWERP...	"CYCLOPS"	On 2nd October.
LONDON, AMSTERDAM and ANTWERP...	"MACHAON"	On 9th October.
GENOA, MARSEILLES and LIVERPOOL...	"CALCHAS"	On 20th October.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
**THE NORTHERN PACIFIC RAILWAY CO.**  
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

EASTWARD.		DATE
VICTORIA, SEATTLE, TACOMA, & all PACIFIC COAST PORTS, via NAGASAKI, KOBE and YOKO.	"NINGCHOW"	On 29th September.
HAMA	"ANTILCHUS"	On 29th October.
WESTWARD.		DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"OANFA"	On 2nd October.
	"TELEMACHUS"	On 3rd November.
	"HELLEPHION"	On 3rd December.

Hongkong, 26th September, 1906.

**BUTTERFIELD & SWIRE,**  
AGENTS. [9:10]

# CHINA NAVIGATION CO. LIMITED.

FOR		DATE
SWATOW, CHEFOO & TIENTSIN...	"LIANGCHOW"	On 28th September.
SHANGHAI	"KIUKANG"	On 28th September.
SHANGHAI	"KAIKONG"	On 28th September.
SHANGHAI	"YOHOW"	On 1st October.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"CHANGSHA"	On 5th October.

\* The attention of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.  
\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australian Ports.  
REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
**BUTTERFIELD & SWIRE,**  
AGENTS. [11]

Hongkong, 28th September, 1906.

# OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR		DATE
* TAMSUI via SWATOW AND AMOY	"MASAN MARU"	MONDAY, 1st Oct, at DAYLIGHT.
↑ SHANGHAI via SWATOW AMOY AND FOCHOW	"SOSHU MARU"	SUNDAY, 30th Sept., at 10 A.M.
ANPING via SWATOW AND AMOY	"AKASHI MARU"	WEDNESDAY, 3rd Oct., at 10 A.M.
SWATOW, AMOY AND FOCHOW	"FRITHOF"	TUESDAY, 2nd Oct., at 10 A.M.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and  
are fitted throughout with electric light. First-class Saloons Ample. Unrivalled Table.  
\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
For Freight, Passage, and further information, apply at the Company's local Branch Office  
at Second Floor, No. 1, Queen's Buildings.

Hongkong, 28th September, 1906.

T. ARIMA, Manager. [14]

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER  
11 DAYS Across the Pacific to the "EMPERESS LINE," Saving 5 to 10 days' Ocean Travel.  
11 DAYS YOKOHAMA to VANCOUVER.  
18 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).		DATE
R.M.S. "MONTEAGLE"	6,163 tons	WEDNESDAY, 3rd Oct. ... 27th Oct.
"EMPERESS OF CHINA"	6,000 tons	THURSDAY, 25th Oct. ... 12th Nov.
"TARTAR"	4,425 tons	WEDNESDAY, 31st Oct. ... 24th Nov.
"EMPERESS OF INDIA"	6,000 tons	THURSDAY, 22nd Nov. ... 10th Dec.
"ATHENIAN"	3,882 tons	WEDNESDAY, 28th Nov. ... 22nd Dec.
"EMPERESS OF JAPAN"	6,000 tons	THURSDAY, 20th Dec. ... 7th Jan.

"EMPERESS" Steamers will depart from HONGKONG at 4 P.M.  
Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at  
SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail  
Express, and at Quebec with the Company's NEW PALATIAL "EMPERESS" Steamships,  
14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA  
and 24 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £260; via New York £262.  
Intermediate on Steamers ... £40; ... £42.  
R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry Intermediate  
passengers only, at Intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all points and AROUND THE WORLD.  
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic and Civil Services, and to European Officials in the Service of China  
and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, Acting General Agent,  
Corner Pedder Street and Praya, opposite Blake Pier.

61

# IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO,  
ADEN, SUEZ, PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR & SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.		DATE
GNEISENAU	WEDNESDAY	10th October
PRINZ LUDWIG	WEDNESDAY	24th October
PRINZESS ALICE	WEDNESDAY	7th November
ROON	WEDNESDAY	21st November
BUELOW	WEDNESDAY	5th December
PRINZ REGENT LUTPOLD	WEDNESDAY	19th December

ON WEDNESDAY, the 10th day of OCTOBER, 1906, at Noon, the Steamship  
"GNEISENAU," Captain Gnech, with MAILS, PASSENGERS, SPECIE and  
CARGO, will leave this Port at above, CALLING AT NAPLES and GENOA.  
Shipping Orders will be granted till Noon, on MONDAY, the 8th Oct. Cargo and  
Specie will be received on Board until 4 P.M. on TUESDAY, the 9th Oct. and Parcel  
will be received at the Agency's Office until Noon, on TUESDAY, the 9th Oct.  
Contents of Packages are required. No Parcel Receipt will be signed for less than \$2.50,  
and Parcels should not exceed Two Feet Cubic in Measurement.  
The Steamer has splendid accommodation, and carries a Doctor and Stewardess.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:		1st Class	2nd Class	3rd Class
TO NAPLES, GENOA and GIBRALTAR	return	\$21 0 0	\$12 0 0	\$7 0 0
TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG	return	\$21 0 0	\$12 0 0	\$7 0 0
TO NEW YORK via SUEZ	return	\$64 0 0	\$44 0 0	\$26 0 0
VIA NAPLES, GENOA OR GIBRALTAR	return	\$115 0 0	\$79 0 0	\$47 0 0
VIA BREMEN OR SOUTHAMPTON	return	\$68 0 0	\$46 0 0	\$27 0 0
	return	\$123 0 0	\$83 0 0	\$49 0 0

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and  
travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES,  
GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's  
expense.

TOUR VIA INDIA:  
Passengers have the option of using a Steamer of the British India S. N. Co. from  
SINGAPORE to CALCUTTA instead of an Imperial Mail Steamer from Singapore to Colombo.  
The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.  
INTERUPTION OF THE VOYAGE IN EGYPT:  
Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean  
Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer  
from PORT SAID.

## JAPAN-CHINA-AUSTRALIAN LINE.

VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN,  
HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY  
AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS		DATE
SANDAKAN	TUESDAY, 10th Oct.	10th Oct.
WILHELM	TUESDAY, 13th Nov.	13th Nov.

ON TUESDAY, the 10th OCTOBER, at Noon, the Steamship "SANDAKAN,"  
Captain ... with Mails, Passengers and Cargo, will leave this port at above.  
The Steamer has splendid accommodation and carries a Doctor and a Stewardess.  
Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:		1st Class	2nd Class	3rd Class	1st Class	2nd Class	3rd Class
TO MANILA	return	\$50	\$30	\$20	return	\$50	\$30
TO NEW GUINEA	return	\$28	\$18	\$12	return	\$28	\$18
TO BRISBANE	return	\$20	\$12	\$8	return	\$20	\$12
TO SYDNEY	return	\$23	\$13	\$9	return	\$23	\$13
TO MELBOURNE	return	\$24	\$14	\$10	return	\$24	\$14
TO YOKOHAMA	return	\$80	\$50	\$30	return	\$80	\$50
TO KOBE	return	\$85	\$55	\$35	return	\$85	\$55
TO YOKOHAMA and back from KOBE	return	\$140	\$90	\$50	return	\$140	\$90

TO EUROPE via AUSTRALIA and COLOMBO by Imperial Mail Steamer £97. 0. 0.  
TO EUROPE via AUSTRALIA and AMERICA ... 96. 0. 0.  
From Australia to New York via Vancouver by the J.P.R. Co's steamers, or via San  
Francisco by the O. & S.S. Co's steamers, and from New York to Europe by the Magnificent  
Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

### EUROPEAN & AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, ...	"PRINCESS ALICE"	Wednesday, 10th Oct.
KOBE & YOKOHAMA ...	"ROON"	Wednesday, 24th Oct.
SHANGHAI, NAGASAKI, ...	"WILHELM"	Wednesday, 24th Oct.

\* Reaching Yokohama in less than six days.  
TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San  
Francisco to New York by the J.P.R. Co's steamers P.M.S.S. Co., O. & S.S. Co.,  
T. K. K. and from New York to Europe by the Magnificent Express Steamers of the  
Norddeutscher Lloyd are issued at the following Rates:—  
To London via Plymouth or Southampton ... 1st Class  
To Bremen ... 2nd Class  
To Paris via Cherbourg ... 3rd Class  
To Naples, Genoa via Gibraltair ... 4th Class

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to  
**MELCHERS & CO., AGENTS.** [5]

# JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half of September	JAPAN via SHANGHAI	Second half of September
TJIMAHU	JAPAN	Second half of September	JAVA PORTS	Second half of September
TJIBODAS	JAVA	Second half of October	JAPAN via SHANGHAI	Second half of October
TJIPANAS	JAPAN	Second half of October	JAVA PORTS	Second half of October

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE  
**JAVA-CHINA-JAPAN LIJN.**  
Telephone No. 375.

York Buildings, 1st Floor.  
Hongkong, 13th September, 1906. [16]

## PURE FRESH WATER.

THE HONGKONG STEAM WATER  
BOAT CO. LTD., is prepared to supply  
any Quantity of PURE FRESH WATER  
to the Shipping, both for Deck and  
Bollers.  
Call Flag—W.  
J. W. KEW,  
Manager,  
Hotel Mansions, 3rd Floor.  
Hongkong, 8th August, 1905. 1712

## THE DIRECTORY AND CHRONICLE

FOR 1906.

Complete Edition ... \$10.00  
Small ... 6.00  
Obtainable at the Hongkong Daily Press Office  
and from the Local Booksellers.

# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR ... STEAMERS ... TO ... REMARKS.

MARSEILLES, LONDON and ANTWERP via SINGAPORE	SOCOTRA	About 27th	Freight only.
PENANG, COLOMBO and PORT SAID	Capt. W. R. Hickey	September	Freight only.
YOKOHAMA via SHANGHAI, NILE and MOJI and KOBE	Capt. E. P. Martin, R.N.K.	About 30th	Freight and Passage
SHANGHAI	SIMLA	About 3rd	Freight and Passage
LONDON DIRECT via USUAL	OCEANA	Next, 6th	See Special Advertisements
POINTS OF CALL	Capt. W. Hayward, R.N.K.	October	Freight and Passage

For further Particulars, apply to

Hongkong, 27th September, 1906.

## SHIPPING IN PORT.

STEARNS, KES.

ANDER RICKMERS, German str., 1,021, W. Taubert, 18th Sept.—Bangkok 11th Sept., General.—Butterfield & Swire.

AUSTRALIAN, British str., 1,741, St. John George, 26th Sept.—Kobe 20th September, General.—Gibb, Livingstone & Co.

CARL DIEDERICHSEN, German str., 774, Hans Schubert, 24th September.—Hankow and Hohow 23rd Sept., General and Paga—Jensen & Co.

CHANGSHA, British str., 1,463, T. Moore, 14th Sept.—Melbourne via ports 31st July, General.—Butterfield & Swire.

CHITYEN, Chinese str., 1,177, C. Stewart, 25th Sept.—Shanghai 21st September, General, Chinese.

CHOWFA, German str., 1,555, F. Spieken, 22nd Sept.—Bangkok 10th Sept., Rice, Ac.—Butterfield & Swire.

CHOWTAI, German str., 1,151, W. Mollermaun, 15th Sept.—Bangkok 9th Sept., General.—Butterfield & Swire.

CHUNSAN, British str., 1,417, R. Cox, 24th September.—Samarang 16th Sept., Sugar.—Jardine, Matheson & Co.

DAGMAR, German str., 921, M. Engelhart, 14th Sept.—Bangkok 7th Sept., Rice and General.—Butterfield & Swire.

DERWENT, British str., 1,465, J. Jenkins, 17th Sept.—Saigon 13th Sept., General and Rice.—Chinese.

DEVAYONGSE, German str., 1,202, T. V. Bruhn, 5th Sept.—Bangkok 27th Aug. and Hohow 3rd Sept., Rice and Meal.—Norddeutscher Lloyd.

DEUKA, Norwegian str., 1,021, J. Bing, 21st September.—Tegul 18th Sept., Sugar and Molasses.—Aagaard, Thorsen & Co.

ELISABETH RICKMERS, German str., 1,500, W. Bofelahr, 26th Sept.—Bangkok 15th Sept., Rice.—Norddeutscher Lloyd.

EMMALUKKEN, German str., 1,159, G. Conrad, 16th July.—Mauritius 22nd May, Sugar.—Chinese.

EMPEROR OF CHINA, British str., 3,040, R. Archibald, 23rd Sept.—Vancouver 4th Sept., Mails and General.—C. P. R. Co.

HAICONG, British str., 1,267, A. E. Hodgins, 25th Sept.—Fochow 21st, Amoy 22nd and Swatow 24th September, General.—Douglas, Laiprak & Co.

HVALBY, Norwegian str., 1,070, Carl Andersen, 10th Sept.—Samarang 1st September, Sugar and General.—Thoresen & Co.

HELVING, German str., 1,771, J. Jessen, 26th September.—Hohow 24th Sept., General.—Jensen & Co.

HILARY, German str., 2,276, H. Uecker, 5th Sept.—Sourabaya 23rd August, sugar.—Fander, Wieler & Co.

HONOREE, British str., 2,060, J. H. Hainsworth, 25th Sept.—Ponang and Singapore 18th Sept., General.—Chinese.

HONGKONG, M. J. Chapman str., 3,447, Eljbent, 26th Sept.—San Francisco 24th August and Manila 24th Sept., Mails and General.—

22nd Sept.—Bangkok 14th Sept., General and Rice.—Norddeutscher Lloyd.

FITSANULOK, German str., 1,267, D. Reimner, 22nd Sept.—Bangkok 15th Sept., Rice and Wood.—Butterfield & Swire.

POWATANA, British str., 1,610, W. F. Turner, 26th Sept.—Samarang 31st Aug., Sugar.—Dodwell & Co.

PRINZ WALDENAU, German str., 1,736, C. Woltemann, 18th Sept.—Kobe 12th Sept., General.—Molchers & Co.

QUINTA, German str., 987, F. Frahm, 10th Sept.—Sourabaya 1st September, Sugar.—Siemssen & Co.

RADNO SHIRE, British str., 1,820, Haffner, 17th Sept.—Shanghai 14th Sept., General.

SEINSHU MARU, Japanese str., 3,410, B. Hamaoka, 17th Sept.—Moji 11th Sept., Coal and General.—Japanese.

SIGNAL, German str., 900, G. Scholischer, 16th Sept.—Pakhoi via Hohow 12th September, Coal and General.—Jensen & Co.

SKULD, Norwegian str., 947, Alaf Odd, 6th Sept.—Sourabaya 25th August, Sugar.—Aagaard, Thorsen & Co.

SOCOMAT, Dutch str., 1,896, W. R. F. Hickey, 26th Sept.—Yokohama 1st port 11th Sept., General.—P. & O. S. N. Co.

SORSOGON, American str., 428, Viterria, 7th Sept.—Manila 4th Sept., Ballast.—Ord.

STRATHMORE, British str., 2,295, King, 27th August.—Samarang 17th August, Coal.—Dodwell & Co.

SUNSHINE, British str., 1,776, T. A. Mitchell, 24th Sept.—Sourabaya and Straits 26th Sept., General.—Jardine, Matheson & Co.

SVELBURG, German str., 782, C. Lappi, 29th August.—Amoy 24th August, General.—Siemssen & Co.

TAMAHAI, Dutch str., 2,470, N. de Brouwer, 22nd Sept.—Amoy 20th Sept., General.—Java-China-Japan Lloyd.

VERONA, German str., 3,036, H. Dobner, 16th Sept.—New York 17th July, General.—Carlowitz & Co.

WAKAMATSU MARU, Japanese str., 2,778, N. Goda, 20th 8a.—Moji 15th Sept., Coal.—Mitsui Bussan Kaisha.

WIK, German str., 2,820, H. Carstensen, 19th Sept.—Moji 12th Sept., Coal.—Jensen & Co.

ZAFINO, British str., 1,620, E. Rodger, 26th Sept.—Manila 23rd September.—Shaw, Todd & Co.

Z. Y. DE ALDECOA, Amer. str., 1,260, Xandros Echanza, 15th June.—Manila 12th June.—Barretto & Co.

SAILING VESSELS.

ECLIPSE, British barque, 2,918, J. McCrory, 1st Sept.—New York, 6th May, Coal.—Standard Oil Co.

I. F. CHAPMAN, American ship, 2013, R. D. Smith, 25th August.—Manila 16th Aug.—Ballast.—Aagaard, Thorsen & Co.

S. P. HITCHCOCK, Amer. ship, 2,085, E. L. Zark, 1st Sept.—Manila 20th August, Ballast.—Arnhold, Karberg & Co.



